Appendix C

GLOSSARY OF UAL

ACTION VERBS, ACRONYMS, ABBREVIATIONS AND TERMS

Appendix C
GLOSSARY OF UAL
ACTION VERBS, ACRONYMS, ABBREVIATIONS AND TERMS

1. General.

   A. This glossary is intended to provide definition of abbreviations, acronyms, idioms, terms and action verbs used by United Airlines Maintenance Operations Division.

   B. This glossary does not cover acronyms or abbreviations used for specific parts or systems on aircraft.

   C. Refer to the aircraft maintenance manual or fault isolation manual for the specific aircraft involved for part or system terms.

   D. This glossary is divided into sections to assist in locating the desired word:

      (1) Action verbs

      (2) Abbreviations and Acronyms

      (3) Definition of terms.

2. Rules.

   A. Construction for definitions imply the following, unless the context requires otherwise:

      (1) Words importing the singular include the plural and vice versa.

      (2) Words importing the masculine gender include the feminine.

      (3) The word “includes” means “includes but is not limited to”.

      (4) The definitions provided in this document are intended to supplement the definitions found in Federal Aviation Regulations (FAR’s) 1 and 43, and the definitions found in United Airlines’ Maintenance Manual, Volume I, Book 1, 2-0-0-1 and GN/MM 8-0-1-1

3. Action Verbs

Accomplish	- To do, carry out or bring about; to reach an objective.
Activate	- To make active.
Actuate	- To put into mechanical motion or action; to move to action.
Add	- To put more in.
Adjust	- To bring to a specified position or state. To bring to a more satisfactory state. To manipulate controls, levers, linkage, etc. To return equipment from an out-of-tolerance condition to an in-tolerance condition.
Advance	- To move forward; to move ahead.
Align	- To bring into line, to line-up. To bring into precise adjustment. To correct relative position or coincidence.
Allow	- To permit, to give opportunity to, to allot or provide for.
Assemble	- To fit and secure together the several parts of. To make or form by combining parts.
Assist	- To give support or help; to aid.

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Back Off - To cause to go in reverse or backward.
Bag - To put hardware in a bag.
Be Sure - To to confirm that a proper condition exists. To find out with certainty.
Be Carefu - To exercise caution, to take care.
Bend - To turn or force from straight or even to curved or angular. To force back to an original straight or even position.
Bleed - To extract or let out some or all of a contained substance. To remove.
Block - To place an obstruction to prevent movement.
Calibrate - To determine accuracy, deviation or variation by special measurement or by comparison with a standard.
Cap - To install a device for closing off the end of a tube.
Catch - To prevent from falling to the ground. To capture.
Center - To adjust so that axes coincide. To place in the middle
Chamfer - To bevel an edge.
Check - To confirm or establish that a proper condition exists.. To ascertain accuracy, safety or performance. To confirm or determine measurements by use of visual or mechanical means. To perform a visual observation or check for specific condition. To test the condition of. "CHECK" used in place of "INSPECT" indicates a Mechanic in place of an Inspector
Clean - To wash, scrub or apply solvents to; remove dirt, corrosion or grease.
Clear - To move people and/or objects away from.
Close - To install a plate, panel or cover. To block against entry or passage; to turn, push or pull in the direction in which flow is impeded. To set a circuit breaker into the position allowing current to flow through.
Coat - To cover or spread with a finishing or protecting layer.
Code - To put into the form or symbols of a system used to represent words. To mark with identifying symbols. To put into the form or symbols of a system used to represent words. To mark with identifying symbols.
Compare - To examine the character or qualities of two or more items. To discover resemblance's or differences.
Compensate - To allow for.
Complete - To finish. To fill in blank spaces on form.
Compress - To squeeze together. To condense air from fluid.
Compute - To determine by arithmetic processes.
Connect - To bring or fit together so as to form a unit, to couple keyed or matched equipment items. To attach or mate an electrical device to a service outlet.
Continue - To persist in an action.
Coordinate - To bring into a common action, movement or condition.
Correct - To make or set right, to alter or adjust so as to bring to some standard or required condition.
Cover - To protect or shelter by placing something over or around.
Cut - To divide into parts using a sharp instrument such as a scissors or knife.
Cycle - Operate to each extreme.
Deburr - To remove burrs.
Defuel - To remove fuel.
Deodorize - To remove odor.
Depress - To press or push down.
Depressurize - To release gas or fluid pressure.

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Determine - To obtain definite and first-hand knowledge of, to confirm or establish that a condition exists. To investigate and decide, to discover by study or experiment.

Disassemble - To take to pieces. To take apart to the level of the next smaller unit or down to all removable parts.

Discard - To throw away.

Disconnect - To sever the connection between; to separate keyed or matched equipment parts. To detach or separate (an electrical device) from a service outlet.

Disinfect - To remove germs with chemicals.

Disengage - To release or detach interlocking parts, to unfasten. To set free from an inactive or fixed position.

Drill - To make a hole with a drill. To remove an obstruction in a hole with a drill.

Drain - To draw off (liquid) gradually or completely. To cause to be free from water or liquid.

Energize - To give energy to.

Engage - To cause to interlock or mesh.

Enlarge - To make bigger.

Enter - To put on record.

Extend - To cause to be drawn out to fullest length.

Fill - To put into as much as can be held or conveniently contained.

Fit - To shape, trim, adjust or manipulate.

Flush - To pour liquid over or through. To wash out with a rush of liquid

Form - To give a particular shape to; to shape or mold into a certain state. To make-up.

Fuel - To put fuel in tanks.

Ground - To connect a current, wire or a piece of electrical equipment to a ground or other specified surface.

Guide - To manage or direct the movement of.

Hold - To have or keep in the grasp.

Identify - To establish the identity of. To mark with identifying name or number.

Inflate - To fill with a given amount of gas or air.

Inform - To make known to. To give notice or report the occurrence of.

Insert - To put or thrust in, into or through.

Inspect - To perform a visual observation or check for specific conditions.

Install - To perform operations necessary to properly attach one component to another component or the next larger assembly.

Latch - To catch with a device which holds a door when closed, even if not bolted.

Leave - To let remain. To allot or provide for.

Level - Cause the airplane or component to be level on its lateral and longitudinal axis.

Lift - To move or cause to be moved from a lower to a higher position. To elevate.

Light - (or lite) To cause to illuminate.

List - Record or write down.

Locate - To find, determine or indicate the place, site or limits of.

Lock - To hold fast or inactive. To fix.

Loosen - To release from restraint,. To cause to become less tight

Lower - To cause to move down. To depress as to direction.

Lubricate (or Lube) - To put lubricant on specified locations.

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Maintain	- To hold or keep in any particular state or condition, especially in a state of efficiency or validity.
Make	- To carry out or cause to occur.
Mark	- To label, to provide with an identifying or indicating symbol.
Mask (or Mask Off)	- To protect with paper; foil or tape.
Measure	- To determine the dimensions, capacity or amount by use of standard instruments or utensils.
Mix	- To combine or blend into one mass.
Modulate	- To vary input or output.
Monitor	- To visually take note of. To pay attention to in order to check on action or change. To continually or periodically attend to displays to determine equipment condition or operating status.
Move	- To change the location or position of.
Notify	- To make known to. To give notice or report the occurrence of.
Observe	- To conform one's actions or practice to. To visually take note of. To pay attention to.
Obtain	- To get or find our by observation or special procedures. To gain or attain.
Open	- To move from closed position. To make available for passage by turning in an appropriate direction. To remove a plate or cover.
Operate	- To control equipment in order to accomplish a specific purpose.
Pack	- To fill completely with grease.
Paint	- To apply color or pigment (suspended in suitable liquid) to the surface of.
Perform	- To do carry out or bring about; to reach an objective. To do. To carry out or bring about. To reach an objective.
Place	- To put or set in a desired location or position.
Plug	- To provide with a device for closing the end of a tube or hole.
Plug In	- To attach or make an electrical connection.
Polish	- To shine.
Position	- To put or set in given place. To locate.
Prepare	- To make ready; to arrange things in readiness. To prepare or make ready for a maintenance activity.
Prescribe	- To lay down as a guide, direction or rule of action; to specify with authority.
Press	- To act upon through thrusting force exerted in contact.
Pressurize	- To apply pressure within by filing with gas or liquid.
Prevent	- To keep from happening or existing.
Process	- To enter corrective action on write-up.
Provide	- To supply what is needed, to equip.
Pry (or pry off)	- To raise or move with a lever.
Pull	- To exert force upon an object so as to cause motion toward the force.
Purge	- To free of sediment or trapped air by flushing or bleeding. To remove fuel vapors by ventilating.
Push	- To press against with force so as to cause motion away from force. To move away or ahead by steady pressure.
Put	- To place in or through. To place or set in a desired position or location. To deposit or leave. To lay or spread on or in.
Raise	- To move or cause to be moved from a lower to a higher position. To elevate.
Read	- To interpret the meaning of by visual observation.

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Readjust - To adjust again, to move back to a specified condition. To bring back to an in tolerance condition.
Ream - To enlarge hole with reamer.
Reassemble - To refit and secure together the parts of, after they have been taken apart.
Recondition - To renew. To bring or put back into good condition.
Reconnect - To rejoin or refasten that which has been separated.
Record - To set down in writing.
Reduce - To cause to be diminished in strength, density or value.
Refer - See for further aid or information.
Refurbish - To restore cabin items to acceptable appearance.
Regulate - To fix or adjust the time, amount or rate of. To exercise restraining or directing influence over.
Reinstall - Install again that which was installed before.
Release - To set free from an inactive or fixed position. To unfasten or detach inter-locking parts. To let go of. To set free from restraint or confinement.
Relieve - To ease or set free of a burden, to partially release air of fluid from containment.
Remove - To perform operations necessary to take an equipment unit out of the next larger assembly or system. To take off or eliminate.
Repair - To restore damaged, worn-out or malfunctioning equipment to a serviceable, usable or operable condition.
Repeat - To make, do or perform again.
Replace - To substitute serviceable equipment for malfunctioning, worn-out or damaged equipment.
Replenish - To fill or build up again.
Repressurize - To reapply pressure within by filling with gas or Liquid after pressure has been released.
Request - To ask for.
Reset - To put back into a desired position, adjustment or condition.
Restore - To bring back or put back into a former or original state.
Retain - To keep for reinstallation.
Retard - To manipulate so as to hold back or slow down. To hold back or slow down.
Retract - To draw up against or into the airplane.
Return - To bring, send or put back to a former or proper place.
Re-use - Use again.
Rework - To reprocess for further use. To revise.
Rig - To adjust systems or components to specific dimensions or limits.
Rinse - To cleanse (as from soap used in washing) by clear water.
Rope Off - To partition, separate or divide by a rope.
Rotate - To cause to revolve about an axis or center.
Route - To send to a specific place or places.
Safety - To install a device to prevent loosening or disassembly.
Scrap - Throw away to prevent re-use.
Screw - To attach by means of a twisting motion in the proper direction.
Seal - Apply sealant.
Secure - To make fast or safe.
Sell - Submit to inspection for approval.
Separate - To take apart.
Select - To take by preference or fitness from a number or group, to pick out, to choose.

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Service	- To perform such operations as cleanup, lubrication, replenishment, etc.
Set	- To put a switch, pointer or knob into a given position. To put orientation or location.
Shake	- To move or cause to move to and fro in a quick, jerky manner.
Shim	- To set clearance by installing shims.
Shrink	- Make smaller.
Shutdown	- To perform operations necessary to cause an equipment to cease or suspend operation.
Simulate	- To give the appearance or effect of.
Slack Off	- Relieve tension or tightness.
Slide	- To cause to move in a smooth manner over a surface.
Spin	- To cause to revolve rapidly.
Spray	- To apply with a device which disperses a jet of finely divided liquid.
Start	- To perform actions necessary to set into operation, to set going, to begin.
Stencil	- Letter with a stencil.
Stir	- To blend.
Stop	- To perform actions necessary to cause an equipment to cease or suspend operation.
Store	- To deposit or Leave in a specified place for future use.
Strip	- Remove insulation at end of wire.
Support	- To hold up or provide a foundation or props for.
Synchronize	- To cause to happen at the same time.
Tag	- Attach an, I&R, R&R, tire, or salvage tag.
Take	- To get into or carry in one's hands or one's possession. To get or find.
Tap	- To strike lightly.
Tell	- Give information.
Tension	- Tighten (as in cables, chains, etc.)
Test	- To perform specified operations to verify operational readiness of a component, sub component, system or subsystem.
Tie	- To fasten, attach or close by means of a line or cord.
Tighten	- To perform necessary operations to fix more firmly in place. To apply a specified amount of force to produce a rotation or twisting motion. To fix more firmly in place.
Tilt	- To cause to slope, lean or incline.
Torque	- To tighten a specific amount.
Transfer	- To convey or cause to pass from one place to another.
Trim	- To free of excess or extraneous matter by or as if by cutting. To adjust (a jet engine) to compensate for wear.
Tune	- To adjust for precise functioning.
Turn	- To cause to revolve about an axis or center.
Turn Off	- To shutoff or stop the flow of by or as if by moving a control to its OFF position.
Turn On	- To cause to flow or operate by or as if by moving a control to its ON position.
Uncap	- To remove a device for closing off the end of a tube.
Unlock	- To set free from an inactive of fixed position. To unfasten. To detach interlocking parts.
Unplug	- To detach or separate (an electrical device) from a service outlet. To remove a device for closing off the end of a tube.
Unscrew	- To loosen or withdraw by turning in the proper direction.
Unwind	- To cause to uncoil or unroll.

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Use - To put into action or service; to avail one self of; to carry out a purpose or action bymeans of.

Verify - To confirm or establish that a proper condition exists. To establish the truth or accuracy of.

Wait - To suspend activity in a sequence of activities until a given condition occurs or a given time has elapsed.

Warn - To advise of danger to personnel.

Wash - To cleanse by or as if by the action of liquid; to remove (dirt) by rubbing or drenching with liquid.

Watch - To visually take note of to pay attention to in order to check on action or change.

Wrap - To wind coil or twine so as to encircle or cover something.

Zero - To bring to a desired level or null position.

4. Acronyms

A&S	Administrative and Staff
ACESS	Advanced Cabin Entertainment Service System
AC	Advisory Circular
ACARS	ArinC Communications Addressing and Reporting System.
ACO	Aircraft Certification Office (FAA)
AD	Airworthiness Directive
AEG	Aircraft Evaluation Group (Relates to MRB)
AFM	Airplane flight Manual
AFPAM	Automated Flight Planning and Monitoring
AHM	Accessory Heavy Maintenance
AIF	Aircraft Information File
AIR	Airplane Identification Record
AIR	Aerospace Information Report
AMIS	Aircraft Maintenance Information System
AMOC	Alternate Means of Compliance
AMOP	Airframe Maintenance Operating Procedure
AMS	Aerospace Material Specification
AMTOSS	Aircraft Maintenance Task Oriented Support System
AN	Army/Navy
AOG	Aircraft On Ground
AOP	Administrative and Operating Policy
APU	Auxiliary Power Unit
AR	Appropriation Request
AR	Approved Repair
ARB	Addendum Review Board
ARINC	Aeronautical Radio Inc. A global communications system.
ARP	Aerospace Recommended Practice
AS	Aerospace Standard
ASM	Available Seat Mile
ASV	All Shop Visits
ATA	Air Transport Association
ATE	Automatic Test Equipment
ATSOP	Aircraft Technical Services Operating Procedure
BAC	Boeing Aircraft Corporation
BACG	Boeing Commercial Aircraft Group
BCP	Basic Check Period
BFE	Buyer Furnished Equipment
BMS	Boeing Material Specification
BUT	Business Unit Team
CAA	Civil Aeronautics Administration
CAA	Competent Authority Approval
CAB	Civil Aeronautics Board
CAD	Computer Aided Drafting
CARE	Component Analysis and Reliability Evaluation
CASE	Coordinating Agency for Supplier Evaluation
CCN	Cost Control Number
CER	Capital Equipment Requisition
CFR	Code of Federal Regulations
CIC	Corrosion Inhibiting Compound
CM	Customer Maintenance
CM	Condition Monitoring

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CMM	Component Maintenance Manual
CMO	Certificate Management Office (FAA)
CMP	Configuration Maintenance and Procedures
CMR	Certification Maintenance Requirement
CMS	Crew Management System
CMT	Customer Maintenance Tag
CNC	Computer Numerical Control
COA	Change Order Authorization
COAJIC	Job card within COA Management System (See AMIS manual)
COAMS	COA Management System
COAT	Change Order Authorization Task (Replaced by COAJIC 11/17/97)
COMAT	Company Material
COMIS	Component Monitoring Information System
CP	Corrosion Program
CPCP	Corrosion Prevention and Control Program
CPM	Corrosion Prevention Manual
CRAF	Civil Reserve Airfleet
CRIS	Calibration and Recall Information System
CSDPI	Cycles Since Detail Parts Inspection
CSI	Cycles Since Installation
CSN	Cycles Since New
CSO	Cycles Since Overhaul
CSV	Convenience Shop Visit
DACO	Douglas Aircraft Company
DAR	Designated Airworthiness Representative
DAS	Designated Alteration Station
DAT	Day At a Time
DBD	Detailed Breakdown
DDM	Drafting and Design Manual
DER	Designated Engineering Representative
DES	Destroy part in a manner which precludes further use.
DOP	Departmental Operating Procedure
DOT	Department of Transportation
DOT E	Department of Transportation Exemption
DS	Discard (MRB) - See DES - Destroy for UA
DSR	Decision Support Request
DSSSL	Document Style Semantics & Specification Language
DTD	Document Type Definition
DTR	Damage Tolerance Rating
EAD	Engineering Authorizing Document
EC	Engine Change
ED	Environmental Deterioration
EDR	Environmental Deterioration Rating
EDR-(C)	Environmental Deterioration Rating - Corrosion
EDR-(S)	Environmental Deterioration Rating - Stress Corrosion
ECM	Engine Condition Monitoring
ECR	Engineering Change Record
EEVIP	Early ETOPS Validation & Integration Program
EHM	Engine Heavy Maintenance
EICAS	Engine Indicating Crew Alert System
EID	Engineering Inspection Document
EIF	Engine Information File
EIN	Engineering Index Number

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EMAC	Engineering Maintenance and Control
EMSYS	Engineering Maintenance System (Obsolete see TIMS)
EPA	Environmental Protection Agency
EPM	Engine Parts Monitoring
ER	Engineering Release
EROPS	Extended Range Operating Procedures
ESV	Engine Shop Visit
ETOPS	Extended Twin (Engine) Operations
EVA	Engineering Variation Authority
EXO	Executive Offices (Obsolete see WHQ)
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FC	Functional Check
FCC	Federal Communications Commission
FD	Fatigue Damage
FDA	Food and Drug Administration
FLM	Flight Log Monitoring
FLS	First Level Supervisor
FLT	Flight
FMS	Financial Management System
FMS	Flight Management System
FOD	Foreign Object Damage
FOSI	Functional Output Specification Instance
FSDO	Flight Standards District Office (FAA)
FV	Function Verification
GEMM	Ground Equipment Maintenance Manual
GEVA	Ground Equipment Variation Authority
GN	General Notes
GT	Green Time
GV	General Visual Inspection
HIRF	HIgh Intensity Radiated fields
HMV	Heavy Maintenance Visit
HOOS	Held Out Of Service
HT	Hard Time
I&R	Identification and Routing
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFSD	In-Flight Shut Down
IGW	Increased Gross Weight
IPC	Illustrated Parts Catalog
ISC	Industry Steering Committee
ISO	International Standards Organization
IVS	Individual Video System
JAA	Joint Aviation Authorities (Europe)
JD	Joint Document
JIC	Job Instruction Card
JPC	Job Planning Card
LECD	List of Effective Control Dates
LED	List of Effective Dates
LEP	List of Effective Pages
LRU	Line Removable Unit
LU	Lubrication Task
MBM	Master Bill of Materials
MC	Maintenance Center

MCP	Mode Control Panel
MDC	McDonnell Douglas Corporation
MEL	Minimum Equipment List
MER	Maintenance Evaluation Request
MIQ	Maximum Issue Quantity
MIS	Management Information System
MIS	Mechanical Interruption Summary
MM	Maintenance Manual
MMS	Materials Management System
MOC	Maintenance Operations Center
MOD	Maintenance Operations Division
MPD	Maintenance Planning Document
MPP	Maintenance Program Proposal
MPV	Mid Period Visit
MR	Maintenance Record
MRA	Major Repair Authority
MRB	Maintenance Review Board
MRBPB	Maintenance Review Board Policy Board
MRBR	Maintenance Review Board Report
MRR	Mechanical Reliability Report
MS	Military Standard
MSA	Mean Spares Allocation
MSA	Maintenance Spares Assignment
MSDS	Material Safety Data Sheet
MSG	Maintenance Steering Group
MSG-3	Maintenance Steering Group - 3rd Task force
MSI	Maintenance Significant Items
MSP	Maintenance Supply Procedures
MSS	Modification Summary Sheet
MTBF	Mean Time Between Failure
MTBUR	Mean Time Between Unscheduled Removals
NAS	National Aerospace Standards
NBR	Number
NDI	Non-Destructive Inspection
NDT	Non-Destructive Testing
NHA	Next Higher Assembly
NIOSH	National Institute of Occupational Safety and Health Administration
NIST	National Institute of Standards and Technology
NRC	Nuclear Regulatory Commission
NTSB	National Transportation Safety Board
OBLS	On Board Loadable Software
OC	On Condition
ODAR	Organizational Designated Airworthiness Representative
OEM	Original Equipment Manufacturer
OER	Organizational Expense Report
OPS	Organizational Pay Summary
OSHA	Occupational Safety and Health Administration
OSV	Outside Service Vendor
P&W	Pratt and Whitney
PC	Personal Computer
PCN	Part Control Number
PCSS	Part Condition Sampling Schedule
PEP	Personnel Evaluation Report

PMA	Parts Manufacturer Approval
PME	Paid Manpower Equivalent
PN	Part Number
PO	Purchase Order
POS	Parts Order System
PR	Project Request
PRS	Premature Removal System
PRS	Profitability Reporting System
PSE	Principal Structural Element
QEC	Quick Engine Change
R & R	Repair and Return
RAS	Recoverable Assembly Specification
RCCE	Request for Computer and Communication Equipment
RFPA	Request For Purchasing Action
RFU	Rejection Follow-Up
RII	Required Inspection Item
RO	Repair Order
RS	Restoration Task
RSPI	Recoverable System Physical Inventory
RU	Repair, United initiated
SAE	Society of Automotive Engineers
SAMC	System Aircraft Maintenance Coordination
SB	Service Bulletin
SCR	Stores Change Release
SDI	State Disability Insurance
SDI	Special Detailed Inspection
SDR	Service Difficulty Report
SFAR	Special Federal Aviation Regulation
SGML	Standard Generalized Markup Language
SID	Supplemental Inspection Document
SIP	Shop Input Priority
SIPD	Structural Inspection Planning Date
SMC	Station Maintenance Controller
SNAR	Stores Notice Action Request
SPA	Spare Parts Assignment
SRM	Structural Repair Manual
SSI	Structurally Significant Item (also see PSE)
STC	Supplemental Type Certificate
SV	Servicing Task
SWR	Special Work Request
T&Q	Training and Qualification
TBO	Time Between Overhauls
TC	Type Certificate
TCAS	Traffic Alert and Collision Avoidance System
TDRS	Technical Data Routing Slip
TIC	Technical Information Center
TICS	Tool Inventory Control System
TIMS	Technical Information Management System
TMA	Technical Manual Assignment
TMAE	Technical Manual Assignment Electrical
TMC	Transfer of Material and Charges
TMM	Typical Maintenance Manual
TOD	Task Oriented Document
TSDPI	Time Since Detail Parts Inspection

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TSI	Time Since Installation
TSN	Time Since New
TSO	Time Since Overhaul
TSR	Technical Services Request
TT	Total Time
UA	United Airlines
UAL	United Air Lines
UCI	United Cogen Incorporated
UECP	United Employees Charitable Program
UG	United General
UMS	United Material Specification
UN	United Nations
UR	Update Responsibility
USI	United Services Inc.
VADE	Valid Accounting and Detailed Evaluation
VC	Visual Check Task
WUT	Work Unit Team
ZA	Zonal Analysis

5. Definition of Terms

Accessory: Refer to ASSEMBLY

Accidental Damage:
Physical deterioration of an item caused by contact or impact with an object or influence which isd not a part of the aircraft, or by human error during manufacturing, operation of the aircraft, or maintenance practices.

Administrative and Operating Policy (AOP):
AOP's define the purpose, policies and requirements that govern MOD Maintenance organizations (EG Ref:
AOP 10-05-00-01).

Age Exploration
A systematic evaluation of an item based on analysis of collected information from in-service experience. It assesses the item's resistance to a deterioration process with respect to increasing age.

Age-Reliability Relationship:
The relationship of reliability to the age of the item under study usually in terms of Total Time (TT) or Time Since
Overhaul (TSO).

AHM Limit:
The overhaul time limit of an AHM unit. The limit is listed in the Parts Condition Sampling Schedule (PCSS).

Aircraft On Ground (AOG):
(1) The highest priority designation to process a requirement for a spare part(s) and/or maintenance action.
(2) This designation indicates that an aircraft is unable to continue or be returned to revenue service until appropriate action has been taken.

Airframe:
The fuselage, nacelles, cowlings, fairing, airfoil surfaces and landing gear of an aircraft and their accessories and
controls.

Airframe Overhaul:
Refer to Basic Check Period (BCP) and Heavy Maintenance Visit (HMV).

Airworthiness Directive (AD):
An FAA requirement that provides the specifications and timetable for correcting conditions which may affect the airworthiness of an aircraft (EG Ref: AOP 28-25-10-01).

Airworthiness Limitations:
A section of the instructions for Continued Airworthiness that contains each mandatory replacement time, structural inspection interval, and related structural inspection procedure. This section may also define a threshold for the fatigue related inspections. The information contained in th Airworthiness Limitations section may be changed to reflect service and/or test experience or new analysis methods.

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Airworthy:

(1) An aircraft can be considered airworthy when it conforms to the specifications of its Type Certificate and is in a condition for safe operation. If one or both of these conditions are not met, the aircraft is "unairworthy."

(2) Conformity to type design is considered attained when the required and proper components are installed and they are consistent with the drawings, specifications, and other applicable supplemental type certificates and field approved alterations.

(3) "Condition for safe operation" refers to the condition of the aircraft with relation to wear and deterioration. Such conditions might include skin corrosion, window delamination/crazing, fluid leaks, tire wear, etc.

Alteration:

A modification to an aircraft, engine, or component which is made to improve safety, reliability, economy, passenger appeal, etc. Accomplishment schedule is normally unrelated to the condition of the equipment.

Annual:

Has two slightly different meanings pertaining to aviation: Occurring regularly once a year, yearly; Of/or pertaining to a year. This ambiguity is unacceptable for maintenance specifications. Specify calendar maintenance intervals in terms of days (1 month = 30.4 days).

Approved Repair(AR)

(1) A repair for a part which has been developed and approved for use by United's Engineering Department. (EG Ref: AOP's 40-65-00-02 and 40-65-00-09.)

(2) The term "AR" is also used by the Finance Department to refer to an Appropriation Request.

Assembly:

A number of parts or sub-assemblies joined together to perform a special function. An assembly may also be called an accessory, or unit.

Assembly Parent:

The particular highest assembly (next, second, third, etc.) whose overhaul plan is used as the overhaul plan(s) of units or subassemblies that are attached to it.

All Shop Visits (ASV):

ASV is a hard time limit based on shop visits. Task so labelled must be accomplished at each shop visit
(EG Ref: AOP 45-50-30-01).

Base Check - Engine:

(1) The maintenance operations performed on an engine (off the airplane) to "zero time" a C Check or Phase Check.

Basic Check Period (BCP):

(1) Specifies the maximum interval that an aircraft may be operated before accomplishment of major structural sampling, system tests, and general mechanical and appearance restoration.

(2) The BCP together with other more frequently scheduled maintenance assures the continuous airworthiness of the aircraft.

(3) The term "BCP" is also referred to as D Check.

(4) Also refer to airframe overhaul.

Appendix C
GLOSSARY OF UAL
ACTION VERBS, ACRONYMS, ABBREVIATIONS AND TERMS

Basic Engine Removal:
The removal of an engine for any actual malfunction, failure or defect of an engine part listed under ATA Chapter 72 of thEeEngine Manual.

NOTE: Failures or discrepancies of parts as a result of FOD or personnel error fall in the "Non-Basic" category (Ref. Non-Basic Engine Removal definition).

Block Maintenance Program:
(1) A program that divides major structural inspections and/or maintenance tasks into groups or blocks accomplished at more frequent intervals than the major inspection interval.
(2) This term may also refer to a program having the characteristics of accomplishing different content at subsequent visit for the same type of check.

Buyer Furnished Equipment (BFE):
That portion of an aircraft's equipment that is supplied by the buyer rather than the manufacturer in accordance with a special agreement.

CAUTION
Calls attention to methods, procedures or limits which must be followed precisely to avoid DAMAGE TO EQUIPMENT.

Certificated Air Carrier:
An air carrier that is required either by its FAA approved
Operating Certificate or Operations Specifications - Maintenance to perform continuous airworthiness maintenance and inspection of its equipment in accordance with its maintenance manual.

Certification Maintenance Requirement (CMR):
Provides the specifications for certain maintenance requirements that were imposed by the FAA as part of their process of
certifying the aircraft for its intended use.

Change Order Authorization (COA):
The COA establishes a one-time modification, inspection, or
service evaluation (test) for an aircraft, engine, or component. (EG Ref: AOP 45-07-28-01)

COA Removal:
The removal of a unit for repair or modification as required by a specific COA.

Code 4T Pool:
The operating pool of spare recoverable units that consists of the various inventory allocations, such as: serviceable pool, repairable pool, shop in-process, in-transit, etc., but not
including those units making up safety stock, reserve supply, due next higher assembly, etc., installed in airplanes.

Company Material (COMAT):
Property owned by, or lease by United Airlines, and flown on a non-revenue basis in company aircraft.

Component:

(1) A term used to denote a subassembly, assembly, unit, or piece parts such as internal engine components.
(2) Refer also to the term “part”.

Condition Monitoring (CM):
(1) One of the four primary maintenance processes. It does not require scheduled preventative maintenance.
(2) CM depends on surveillance, data collection, and analysis to provide judgements relative to the effectiveness of a unit’s maintenance program.

Configuration Maintenance and Procedure (CMP):
Maintenance and procedures required to qualify an aircraft for ETOPS operations.

Conditional Overhaul:
Refer to Overhaul

Conditional Probability of Failure:
(1) The proportion of units entering an age interval and that fail during that interval.
(2) A graphic curve connecting such failure points for many intervals.

Convenience Removal:
(1) Removal of a unit for reasons not related to the condition or time limit of the unit.
(2) The removal of a unit for causes that could have been corrected while the unit was installed on the airplane.

Convenience Shop Visit (CSV):
An engine repair done in the shop which could have been done in the field.(EG Ref: AOP 45-50-30-01)

Corrosion Control Program:
An industry standardized program that documents evidence that airplanes are structurally maintained at an acceptable level within Original Equipment Manufacturer’s specified limits
(EG Ref: AOP 28-25-10-04).

Corrosion Prevention and Control Program
A program of maintenance tasks implemented at a threshold designed to maintain an aircraft structure to Corrosion Lever 1, or better.

Critical Failure:
Failure of a unit that may result in a significant reduction of the continued airworthiness of the airplane.

Cycle:
(1) An aircraft operating cycle is one complete takeoff and landing sequence.
(2) An engine operating cycle is one complete thermal cycle including the application of takeoff power whether or not an aircraft operating cycle was completed.

Damage Tolerant:
(1) A qualification standard for aircraft structure.
(2) An item is judged to be damage tolerant if it can sustain damage and the remaining structure can withstand reasonable loads without structural failure or excessive structural deformation until the damage is corrected.

Delamination/disbond:
Structural separation or cracking normally in the plane of the structure caused by accidental damage, environmental effects and/or cyclic loading.

Destroy
Mutilation of an item in such a manner that the item becomes unsalvageable for its intended use and that rework or camouflage cannot restore the item to the appearance of being serviceable.

Direct Adverse Effect on Operating Safety:
Direct
To be direct, the function failure or resulting secondary damage must achieve its effect by itself, not in combination with other functional failures (no redundancy exists and it is a primary dispatch item).
Adverse Effect on Safety
This implies that the consequences are extremely serious or possibly catastrophic and might cause loss of the aircraft or injury to the occupants.
Operating
This is defined as the time interval during which passengers and crew are on board for the purpose of flight.

Discard:
The removal from service of an item at a specified life limit. See Destroy.

Diversion:
Aircraft arrival at a non-scheduled field for any reason.

Economic Effects:
Failure effects which do not prevent aircraft operation, but are economically undesirable due to added labor and materal cost for aircraft or shop repair.

Electrical Inspection Specification F Report:
(1) Specifies the minimum acceptable program to assure continuing electrical wiring system integrity of the aircraft.
(2) The requirements cover the basic electrical wiring installation, connectors, and terminations on the airplane, the types of inspections, and the minimum inspection frequencies (EG Ref: AOP 45-40-00-01).

Engine:
The basic engine and components as defined in Chapters 70 through 80 and Chapter 82 of ATA Specifications 100.

Engineering and Maintenance Control (EMAC):
The EMAC systems specifying the maintenance tasks and intervals for aircraft systems and the maintenance processes and intervals for aircraft components. [EG Ref: AOP 45-50-30-01 (Component EMAC) and AOP 45-50-30-04 (System EMAC].

Engineering Specifications:
(1) A United Airlines' document issued by Engineering Department.
(2) The document may specify mandatory overhaul requirements for a particular type of maintenance.

(3) The document may provide supplementary information such as on condition maintenance specifications that are needed to determine if a unit or system passes its mandatory technical requirements.

Engineering Variation Authority (EVA):
The EVA is used to provide written authorization for practices that may change or are not covered in the maintenance manuals. (EG Ref: AOP 45-09-00-01)

Engine Shop Visit (ESV):
Engine Shop Visit is a hard time limit based on shop visits. Task is accomplished whenever engine transits the turbine shop (EG Ref: AOP 45-50-30-01).

Environmental Deterioration:
Physical deterioration of an item's strength or resistance to failure as a result of chemical interaction with its climate or environment.

Expendable Part:
(1) A type of part that cannot normally be economically restored to a serviceable condition after it has been used.
(2) A part that is considered an expense item at the time it is issued.

Expendable - Recoverable:
(1) A term used to describe low value, high consumption parts that are expensed at the time of their issue and recovered into stock when they are repaired.
(2) The initial repair pool, component and spares, is carried as an asset in Code 4.

Extended Overwater Operation
An operation over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline (FAR Part 1).

Extended Range Operations (EROPS):
Extended operations using an aircraft that has been modified with extra fuel tanks (usually in the cargo pits) to provide additional range.

Extended Twin (two-engine airplane) Operations (ETOPS):
Flights conducted over a route that contains a point further than one hour flying time at the approved one-engine inoperative cruising speed (under standard conditions in still air) from an adequate airport (defined in AC120-42A). Applkies to any flight either over land or water.

Extended Overwater Operation:
Operation of an aircraft over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline.

External:
Any externally visible structure or systems/powerplant item. It may include internal structure or installations which are visible through quick access or opening access panel doors. Workstands. ladders, etc. may be required to gain proximity.

F Report:
A formal report by Engineering on a technical subject such as aircraft structure or electrical wiring specifications.

Failure

The inability of an item to perform within previously specified limits.

Failure Cause:
Why the functional failure occurs.

Failure Effect
What is the result of the functional failure.

Failure Modes:
The ways in which units, systems, and aircraft deteriorate and can be considered to have failed.

Fatigue Damage:
The initiation of a crack or cracks due to cyclic loading and subsequent propagation.

Fatigue Related Sampling Program
Inspections on specific aircraft selected from those which have the highest operating age/usage in order to identify the first evidence of deterioration in their condition caused by fatigue damage.

Federal Aviation Regulation (FAR):
The basic legal regulations that must be complied with by aircraft operators.

Fireproof:
(1) A term designating the capacity of materials and parts, used to confine fire in a designated fire zone, to withstand, as well as steel in dimensions appropriate for the purpose for which they are used, the heat produced when there is a severe fire of extended duration in that zone.
(2) A term designating the capacity of other materials and parts to withstand, as well as steel in dimensions appropriate for the purpose for which they are used, the heat associated with fire.

Fire Resistant:
(1) A term designating the capacity of sheet or structural members to withstand, as well as aluminum alloy in dimensions appropriate for the purpose for which they are used, the heat associated with fire.
(2) A term designating the capacity of fluid-carrying lines, fluid system parts, wiring, air ducts, fittings, and powerplant controls, to perform their intended functions under the heat and other conditions likely to occur when there is a fire at the place concerned.

Flame Resistant:
Means not susceptible to combustion to the point of propagating a flame, beyond safe limits, after the ignition source is removed.

Flash Resistant:
Means not susceptible to burning violently when ignited.

Fleet:
(1) All airplanes of a given type, such as DC10 or 747, operated by an air carrier.
(2) For purposes of new aircraft sampling, the fleet size is the number of aircraft of a given type on order by the carrier when scheduled operations begin.

Flight Equipment:

A term used to describe all recoverable units and expendable parts, except hardware, used on airplane structures and systems.

Function
The normal characteristic actions of an item.

Function Verification (FV):
(1) One of the four primary maintenance processes.
(2) FV requires repetitive tests to test hidden functions and verify their operational availability.

Functional Check:
A quantitative check to determine if one or more functions of an item performs within specified limits.

Functional Failure
How an item failed to perform its fuction.

Hard Time (HT):
(1) One of the four primary maintenance processes.
(2) HT requires a fixed limit removal for life limited parts, overhaul or serviceable maintenance.

Hardware:
Small standard parts including such things are nuts, bolts, and washers.

Heavy Maintenance Visit (HMV):
(1) The most extensive maintenance visit of certain fleets.
(2) The time limit between HMV's is specified in the Operations Specifications - Maintenance.
(3) The HMV supersedes the BCP on fleets that have an approved HMV.

Hidden Function:
(1) An item whose function is normally active and whose cessation will not be evident to the operating crew during performance of normal duties. (EG Ref: AOP 45-50-30-01)
(2) A function which is normally inactive and whose readiness to perform, prior too it being needed, will not be evident to the operating crew during performance of normal duties.

Higher Assembly:
The assembly or assemblies on which the particular unit under discussion is attached either directly or through intermediate assemblies.

Home Shop:
The shop which has the prime budgetary responsibility for a particular unit.

Hours, Block:
The number of hours accumulated by an airplane from the time it first moves for a flight until it comes to rest at its intended blocks at the next point of landing. (Not used for maintenance.)

Hours, Flying:
(1) The number of hours accumulated by an airplane from wheels-off to wheels-on.

(2) United Airlines uses flying hours for all maintenance purposes for which time is controlled in hours.
(3) Refer to Operating Time.

Industry Performance Report:
(1) These report describes airlines' experience concerning aircraft, systems, engines, and components.
(2) Typical reports which are generated in the industry are the Mechanical Reliability Reports (MRR's) and the Mechanical Interruption Summary (MIS).

Inherent Level of Reliability and Safety:
That level which is built into the unit and therefore inherent in its design. This is the highest level of rleiability and safety that can be expected from a unit, system, or aircracft if it receives effective maintenance. To achieve higher levels of reliability generally requires modification or redesign.

Inspection:
An examination of an item against a specific standard.
Inspection, Detailed or Special Detailed:
(1) A critical visual examination of a specific area, installation, or assembly, to detect damage, failure, or irregularity.
(2) Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate by the inspector.
(3) Inspection aids such as mirrors, magnifying lenses, and dye penetrant are used. Surface cleaning and elaborate access procedures may be required.

Inspection, General Visual (Surveillance)
See Inspection, Visual

Inspection, Special Detailed
See Inspection, Detailed

Inspection, Visual or General Visual (Surveillance):
(1) A visual examination of an interior or exterior area, installation, or assembly, to detect obvious damage, failure, or irregularity.
(2) This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight, and may require removal or opening of access panels or doors. Stands, ladders, or platforms, may be required to gain proximity to the area being checked.

Inspection Walk Around:
(1) A general visual check, conducted from ground level, to detect obvious discrepancies, determine general condition, and ensure security.
(2) Suspect areas are given further scrutiny using one or more additional inspection techniques.

Inspection, Zonal:
See Zonal Inspection Program.

Internal:
An internal structures or systems/powerplant installation. This type of inspection applies to structures and installations which may require removal of fillets, fairings, access panels, doors, etc.

Item:
Any level of hardware assembly. (i.e. system, sub-system, module, accessory, component, unit, part, etc.)

Job Instruction Cards (JIC):
(1) Any work form which controls sequence or requires accomplishment sign-off is a job card.
(2) JIC's are a basic part of the maintenance, production, and quality control system. (EG Ref: AOP 45-55-30-01)

Joint Document (JD):
An official Engineering and Maintenance document which combines engineering specifications and maintenance procedures
(EG Ref: AOP 40-65-00-02.

Junk:
A unit that is considered to be neither serviceable nor repairable.

Life Limit:
The maximum age of a unit before it must be reworked or scrapped. Also called Total Time Limit. Usually expressed in flight hours or cycles rather than calendar time.

Lubrication and Servicing:
Any act of lubricating or servicing for the purpose of maintaining inherent design capabilities.

Mach Number
The ratio of true airspeed to the speed of sound.

Maintenance:
Refer to Maintenance Operations.

Maintenance Manual (MM), Volume I, Book 1:
(1) Specifies maximum times between maintenance checks and the stations qualified to perform specified checks.
(2) List maintenance requirements for non-standard types of operations and defines the deferred item policies
(EG Ref: AOP 40-65-00-01).

Maintenance Manuals (MM):
Provides instructions for accomplishing various repairs and specifies when certain maintenance requirements are to be performed. (EG Ref: AOP 40-65-00-01)

Maintenance Operations:
(1) The types of work performed on a unit or system which are considered necessary to restore, preserve or improve its physical condition to a specified level.
(2) This work may include any or all of the following:
operational check, inspection, disassembly, cleaning,
repair, rework, measurement, replacement of parts,
reassembly, testing, lubrication, adjustment, etc.
(3) The engineering specifications state the extent and type of maintenance operations required for each type of maintenance.

Maintenance Center (MC):

United Airlines Maintenance Center at Oakland, Chicago and Indianapolis.

Maintenance Operations Center (MOC):
United Airlines' Maintenance Operations Center at San Francisco.

Maintenance Planning Document (MPD):
A document provided by the airframe manufacturers to permit operators to plan and schedule maintenance. (Section 9 of the Boeing MPD contains the CMR's.)

Maintenance Program:
(1) A program that assures continuous airworthiness by apportioning the total maintenance effort to each of the various and frequent types of maintenance.
(2) This program would be more frequent than a Block Maintenance Program. A complete overhaul at one point in time is not an essential part of a continuous maintenance program.

Maintenance Review Board (MRB) Document:
(1) Defines the initial maintenance program for new aircraft.
(2) Includes all initial time limits except those contained in the Type Certificate Data Sheet.

Maintenance Significant Item (MSI):
Items identified by the manufacturer whose failure:
(a) could affect safety (on ground or in flight) and/or
(b) is undetectable during operations, and/or
(c) could have significant operational impact, and/or
(d) could have significant economic impact.

Maintenance Supply Procedure (MSP):
MSP's are intended to provide knowledge and Instructions to carry out specific tasks in Inventory Management, Data Control, Turbine and Airframe Components, Maintenance Supply and Distribution (SFO), Line Supply and Distribution, Purchasing, Warranty Administration and repair rework. Refer to MSP 02-004 for a glossary of terms and acronyms.

Major Alteration:
(1) An alteration not listed in the aircraft or engine specification that might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affect airworthiness.
(2) An alteration not listed in the aircraft or engine specification that is not done according to accepted practices or cannot be done by elementary operations (EG Ref:
AOP 45-05-00-03, 45-05-00-15, 45-50-00-03).

Major Repair:
(1) A repair that if improperly done, might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affect airworthiness.
(2) A repair that is not done according to accepted practices or cannot be done by elementary operations. (EG Refer to AOP 45-50-00-03, 45-05-00-03, 45-05-00-15)

Appendix C
GLOSSARY OF UAL
ACTION VERBS, ACRONYMS, ABBREVIATIONS AND TERMS

Mandatory Overhaul Requirements:
The minimum requirements which must be met to complete an overhaul on a unit or system.

Manuals:

(1) Accepted Manuals - Manuals which are approved and revised by UA through the Standard revision process. A “after-the-fact” copy of the manual or revision is provided to the FAA for their review. The FAA will remain silent for acceptance or reject the manual through formal notification. Examples of these manuals are; Vendor Maintenance Manuals, UA Maintenance Manuals, AOP’s or Departmental Procedures Manuals (DOP’s).

(2) Approved Manuals - Manuals and their revisions which must be approved by the FAA before they can be used in UA’s maintenance system. These manuals include; Designated Alteration Station (DAS) Procedures Manual, Major Repair Procedures Manual and Minimum Equipment List (MEL).

(3) Class I Manual is a United Airlines’ (UA) Controlled document used in the performance of aircraft maintenance. They are approved for use in performing maintenance on United Airlines (UA) aircraft, engines and components. They are published and revised by UA to conform to UA configurations. Examples of these manuals are: UA 767 Aircraft Maintenance Manual, UA General Processes Manual, UA 747 Illustrated Parts Catalog, UA 757 Routine Job Cards, UA CFM 56 Power Plant Build Manual, etc.

(4) Class II Manual is an Original Equipment Manufacturer’s (OEM) or UA controlled document used in the performance of aircraft maintenance. They are approved for use in performing maintenance on UA aircraft, engines and components in specific cases. Such as a detailed repair, aircraft recovery or the details of a component part that is not found in a Class I manual. They are issued by Technical Information Management and may not reflect UA modifications. These manuals may be used for maintenance on UA equipment only after the user has verified equivalence with UA configuration. Examples of these manuals are: Boeing 747 Structural Repair Manual, Douglas DC10 Aircraft Recovery Manual, General Electric CFM56 Overhaul Manual, Weber Passenger Chair Overhaul Manual, etc.

(5) Class III Manual is a UA or Vendor published manual used as a training aid or a general reference guide. They are not approved for performing maintenance on UA aircraft, engines or component. Examples of these manuals are: UA 737 Systems Training Manual, UA 747 Flight Manual, Boeing 767 System Schematic Manual, etc.

Manufacturer’s Manual:
Provides operation and maintenance for a particular aircraft, system or component.

Mean Time Between Failure (MTBF):

(1) The ratio of total unit time in service in a given period to the number of unit failures that occurred during the same period.

(2) The reciprocal of the premature removal rate in unit hours.

Mechanical Reliability Analysis Program:

(1) This program describes the reliability methods used to control the maintenance program for aircraft, systems, components and engines (EG Ref: AOP 45-04-00-01).

Modification:
Refer to Alteration.

Monitoring By Exception:
A time control system whereby a unit can be released from the shop as a part time spare even though units of that type are not “time monitored.”

MR Unit:
A special group of recoverable units to which an MR number is assigned for identification and record keeping purposes. An MR number is a number assigned by United Airlines.

Next Higher Assembly (NHA):
The assembly on which the particular unit under discussion is directly attached.

Multiple Element Fatigue Damage:
The symultaneous cracking of multiple load path discrete elements working at similar stress levels.

Multiple Site Fatigue Damage:
The presence of a number of adjacent, small cracks that might coalesce to form a single long crack.

Non-Basic Engine Removal:
The removal of an engine for any actual malfunction, failure or defect of a part or component, external to the engine, and under ATA chapters other than Chapter 72 of the Engine Manual.

NonMetallics:
Any structural material made from fibrous or laminated components bonded together by a medium. Materials such as graphite epoxy, boron epoxy, fiber glass, kevlar epoxy, acrylics and the like are nonmetallics. Nonmetallics include adhesives used to join other metallic or non-metallic structural materials.

Non-Routine Maintenance:
Unscheduled maintenance resulting from write-ups, routine inspections, checks, or overhauls.

NOTE
Call attention to methods which make the job easier.

On Condition (OC):
(1) One of the four primary maintenance processes.
(2) OC requires repetitive inspections or tests to determine reduced resistance to failure for specific failure modes.

Operating Crew Normal Duties:
Operating Crew
Qualified cockpit and cabin attendant personnel who are on duty.
Normal Duties
Those duties associated with the routine operation of the aircraft, on a daily basis, to include the following
(a) Procedures and checks performed during aircraft operation.
(b) Recognition of abnormalities or failures by the operating crew through the use of normal physical senses (e.g. odor, noise, vibration, temperature, visual

observation of damage or failure, changes in input physical force requirements, etc.)

Operating Time:
(1) The time that an airplane is operated.
(2) Operating time may be expressed as hours, cycles, or calendar time. For maintenance purposes, operating time is usually measured in flying hours which is equivalent to the FAA term "Time In Service."
(3) Certain assemblies such as the APU may have clocks installed to record the actual hours of operation, but their maintenance limits may be specified in airplane operating hours.

Operational Check:
An operational check is a task to determine that an item is fulfilling its intended purpose. Does not require quantitative tolerances. This is a failure finding task.

Operational Effects:
Failure effects which interfere with the completion of the aircraft mission. These failures cause delays, cancellations, ground or flight interruptions, high drag coefficients, altitude restrictions, etc.

Operations Specifications - Maintenance:
(1) This document is required of all Certificated Air Carriers by Federal Aviation Regulations, Part 121. It is the FAA Approved Maintenance Program which lists the minimum maintenance requirements for the aircraft structure, systems, components and engines.
(2) Maintenance intervals for aircraft structures, systems, components, or internal engine parts are contained in the Operations Specifications - Maintenance, the Maintenance Manual, the Part Condition Sampling Schedule, the Structural Inspection Specification F Report, the Electrical Inspection Specification F Report, or System/Component EMAC.
(3) Formal revisions to the Operations Specifications -

Maintenance are submitted to the FAA by Maintenance Programs.

Other Structure
Structure which is not judged to be a Structural Significant item. "Other structure" is defined both externally and internally within zonal boundaries.

Outside Service Vendor (OSV):
A non-United Airlines repair agency or facility which may be used for the maintenance, overhaul, repair or modification of aircraft, systems, components, and engines.

Overhaul:
(1) Maintenance required to disassemble, clean as necessary to inspect all parts of the unit to ensure its serviceability, repair as required, reassemble and test in accordance with United Airlines' procedures.
(2) Disassembly is not intended to mean disassemble completely in those cases where it would damage a unit beyond further serviceability.

Overhaul Time Limit:
(1) The authorized operating time by which each unit or system of a given type must be overhauled.
(2) Refer to Time Between Overhauls (TBO).

Part:
One piece or two or more pieces joined together which are not normally subject to disassembly without destruction of their designed use. May also be called a Component.

Part Condition Sampling Schedule (PCSS):
List the engine parts requiring periodic sampling or maintenance and the time at which sampling is required.

Part Manufacturing Authority (PMA):
(1) FAA authority to for an operator or agency to manufacture specific aircraft parts that affect the airworthiness of an aircraft.
(2) Each such manufactured part (by part number) must have a separate PMA.

Part Time Spare:
(1) A serviceable unit which has been released from the shop with less than one full run remaining.
(2) Refer to run.

Planned Engine Removal:
The removal of any engine not consider an unplanned engine removal (Refer to Unplanned Engine Removal definition).

Premature Removal:
(1) Removal of a unit for reasons other than schedule, convenience or COA.
(2) May also be referred to as “unscheduled removals” or “irregular removals.”

Quality:
The extent to which a unit conforms to specified standards (usually at the time of final inspection.)

Quality Related Engine Removals:
An engine removal which results from a personnel error, fault workmanship, or a part that was defective at the time of installation.

Recoverable Unit:
(1) A type of assembly or component which can normally be economically restored to a serviceable condition by repair, parts replacement, inspection, and testing.
(2) Consumption of these items is expensed when the unit is scrapped.

Reliability:
The probability of performing within specified standards for a given time interval.

Repair:
A maintenance operation performed in order to correct a specific defect in a unit.

Repairable:
(1) A unit which is not considered suitable for service but is suitable for being repaired to restore it to a serviceable condition.

Repeat Interval

The interval between successive accomplishments of a specific maintenance task after reaching the threshold interval.

Residual Strength
The strength of damaged structure.

Restoration
That work necessary to return the item to a specific standard. Restoration may vary from cleaning or replacement of single parts to complete overhaul.

Rotable Flight Equipment:
An term used to describe recoverable units which are capitalized and written off over the average remaining service life of the applicable aircraft fleet.

Rotable Unit:
It describes a component that has a fixed overhaul life, has a separate individual serial number, and is suitable to being overhauled an indefinite number of times.

Run:
(1) The basic authorized operating time period for maintenance time control purposes.
(2) A run may be the authorized time between overhauls, or it may be a multiple of the TBO, HMV, or BCP of a unit's parent assembly.
(3) The run for individually time controlled units is expressed in hours.
(4) The run for certain engine accessories which are time controlled as a group is expressed in the AHM interval.
(5) The run for airframe components and accessories which are not individually time controlled is expressed in multiples of the HMV or BCP.

Safe Life Structure:
Structure which is not practical to design or qualify as damage tolerant. ts reliability is protected by discard limits which remove items from service before fatigue cracking is expected.

Scheduled Maintenance Check:
Any of the maintenance opportunities which are prepackaged and are accomplished on a regular basis.

Scheduled Removal:
Removal of a unit prior to the unit exceeding a limit defined by the approved UA Maintenance Program.

Serviceable:
(1) Maintenance necessary to restore or confirm a unit's inherent resistance to failure.
(2) Such maintenance may require a partial disassembly, if necessary to inspect for potential age or wear related failure modes, or as little as a test.

Service Bulletins:
Manufacturer supplied document which provides specifications and procedures for modifying hardware to correct defects or improve reliability.

Shutdown:
(1) Delay/stoppage of engine operation for any reason.

(2) For the powerplant maintenance program, shutdowns for training or normal operations are not counted.

Structural Assembly:
One or more structural elements which together provide a basis structural function.

Structurll Detail:
The lowest functional level in an aircraft structure. A discrete region or area of a structural element, or a boundary intersection of two or more elements.

Structural Element:
Two or more structural details which together form an identified manufacturer's assembly part.

Structural Function:
The mod of action of aircraft structure. It includes the acceptance and transfer of specified loads in items (details/ elements/assemblies)and provides consistently adequate aircraft response and flight characteristics.

Sub-Assembly:
A standard portion of an assembly.

Sub-Fleet:
All airplanes of a specific model within the fleet type. (DC10-10 and DC10-30 are sub-fleets of the DC-10 fleet.)

System:
A combination of units, together with interconnecting apparatus, which performs a particular function.

Tasks- Maintenance:
An action or set of actions required to achieve a desired outcome which restores an item or maintains an item in serviceable condition, including inspection and determination of condition.

Technical Requirements:
The criteria by which a unit or system is determined to be acceptable for its intended service.

Threshold:
The initial accomplishment of a specific maintenance task.

Time Between Overhauls (TBO):
The authorized operating time between overhauls.

Time Monitoring System:
(1) A system for monitoring the time histories of individual units.
(2) The monitoring system is used to schedule the removal of these units before they exceed their respective time limits.
(3) Because such units are time monitored, they may be base checked between overhauls.

Time Since Overhaul (TSO):
The operating time of a unit or system since its preceding overhauls.

Total Time (TT):
(1) The total operating age since manufacture.
(2) Refer to Life Limit.

Type Certificate Data Sheet:
(1) Prescribes conditions and limitations under which aircraft meet the airworthiness requirements of the FAR's.
(2) May include total time limits on certain aircraft components.

Unit:
Refer to Assembly.

Unit Type:
All units of a particular category, usually defined by make and model or part number.

Unnecessary Engine Removals:
(1) An engine removal that could have been repaired on-wing where the troubleshooting and corrective maintenance action could have been accomplished in less time (less than 8 hours) than it takes to replace the engine.
(2) For engine fixes taking more time than required for engine replacement (greater than 8 hours) total economic impact must be considered.

Unplanned Engine Removal:
The removal of an engine that is considered incapable of continued operation.

NOTE: All other engine removals are considered "Planned".

Utilization:
(1) The average daily flying hours for in-service aircraft.
(2) Utilization is computed by dividing the total flying hours accumulated by a given fleet in a reporting period by the number of in-service aircraft days during the same period.

Verified Failure:
(1) A premature removal where the defect found by the shop sustantiates the reason for removal of the unit.

Visual Check:
A visual check is an observation to determine that an item is fulfilling its intended purpose. Does not require quantitive tolerances. This is a failure finding task.

WARNING
Calls attention to methods, procedures or limits which must be followed precisely to avoid INJURY OR DEATH TO

Zonal Inspection Program
(1) The airplane was divided into zones or groups of zones based on consideration of location, content and access.
(2) Each zonal area was reviewed to determine the types of systems or structures components installed and associated wiring, tubing, ducting, pulleys, quadrants, supports, etc. The likelihood of deterioration of these components, including the eggect of the operational environment was considered.

(3) Zonal inspection tasks provide periodic checks of the security and condition of components to detect degredation such as chafing of tubing, loose duct supports, wire damage, cable and pulley wear, fluid leaks, inadequate drainage, and general corrosion not covered in systems, powerplant or structures programs.

(4) Additionally, selected General Visual tasks were transferred to the zonal program from the systems, powerplant and structural programs. The intent of these transferred tasks is satisfied by performing the zonal inspections at the defined repeat intervals and they are not, therefore, included in the structures, systems or powerplant programs.